

INFORMATION REPORT

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1. The situation of the Czechoslovak National Railroads (Geskoslovenske Statni Drahy - CSD) has improved very little since 1947 - '48. Construction is proceeding at a much slower pace than was expected. The CSD has about 5,280 locomotives, including about 350 in Slovakia; of these, 3,234 are in working order. There are 85,573 freight cars, of which 76,671 are in good condition; 20,000 freight cars have been built since 1946. Passenger cars number 11,905, of which 9,275 are in good condition. The state of repair of rolling stock is improving very slowly because of the lack of raw materials of good quality. Rolling stock being removed from service far exceeds new equipment. Orders have been placed for 100,000 tons of rail. Transportation service and safety measures are not perfect but are satisfactory, as they have been for some time. The average turn-around time for a railroad car is about six days.
2. Passenger service has remained unchanged on the line from Zilina to Kosice, but new construction has caused the freight capacity to rise to 20,000 tons, i.e., 18 to 20 freight trains, per day in each direction. If passenger traffic were restricted, this figure could be increased by about 30 percent. The capacity of the following main lines has remained unchanged in recent months:
 - a. Praha-Ceske Trebova-Bohumin (36 to 48 freight trains per day in each direction)-Zilina-Kosice-Cierna-Cop
 - b. Praha-Ceske Trebova-Brno-Bratislava (30 freight trains per day in each direction)-Galanta-Parkan-Budapest
 - c. Praha-Kolin-Caslav-Jihlava-Brno
 - d. Praha-Nymburk-Hradec Kralove (24 freight trains per day in each direction)-Kralupy-Horni Lipova-Opava-Bohumin (16 to 20 freight trains per day in each direction)
 - e. Breclav-Prostejov-Bohumin (48 to 60 freight trains per day in each direction)
 - f. Bratislava-Trencianska Tepla-Zilina (40 to 48 freight trains per day in each direction)
 - g. Brno-Veseli nad Morave-Trencianska Tepla

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- h. Galanta-Svaty Kriz-Zvolen-Banska Bystrica-Margecany (18 to 20 freight trains per day in each direction)
- i. Kralovany-Trstena
- j. Kisak-Obisovce-Prešov-Orlov-Slovenska Novo Mesto-Trebisov-Humenne-Mezilaborce (8 to 12 freight trains per day in each direction)

These capacities can be maintained only for short periods because of the poor condition of the locomotives and repair facilities. Work on the new Havlickav Brod-Brno line is progressing very slowly and will not be finished in the near future. It is believed that the electrification of the Praha-Kosice line will be completed under the present Five Year Plan.

- 3. It is estimated that the Soviet lines Cierna-Cop-Batovo-Mukacevo-Volovec, and Cop-Uzgorod have a daily capacity of about 8,000 to 8,500 tons per day. The Cop-Batovo-Kralove nad Tisou-Hamleu line has been rebuilt for Soviet broad-gauge service.
- 4. The freight yards at Cierna nad Tisou are under reconstruction. Their present capacity for transshipment between broad and narrow gauge is theoretically about 8,000 tons per day. Actually this goal will not be reached until the second half of 1950 because of the inability of the rail line from Cierna to Kosice to handle this amount of traffic. There are three standard-gauge and two broad-gauge yard engines at Cierna and the standard-gauge engine shed is capable of dispatching 10 freight trains westward per day. This shed is being enlarged.
- 5. The CSD operates 2,886 freight trucks, of which 2,107 are in working order, while 6,850 trucks are operated by private concerns. There are 3,412 automobiles registered in Czechoslovakia, of which 2,655 are in driving condition. No information is available on the status of water or air transport. All transportation on the Danube is done by Soviet craft, mainly carrying iron ore and mineral oils. Czech tugs and barges are not operating on the river.
- 6. The Soviets do not directly control the Czechoslovak transport system, but do exercise indirect control through Communists who hold all important posts. The Czech railroad system is not used to any large extent for transportation between the Soviet occupation zones of Germany and Austria. About one to one and one-half trainloads of gasoline per day are transported from Austria to Germany. There is no direct co-operation between Soviet railroad experts and the Ministry of Transport. A transport mobilization plan is under consideration at the Ministry of Transport and should be ready by the end of 1949.
- 7. The Ministry of Transport handles only administrative matters. Actual operation of the railroad system is under the supervision of the Central Board of Directors in Praha and the Regional Board in Bratislava with subordinate regional boards in Kosice, in Bohemia and Moravia. The Slovak Commissioner for Transport corresponds with the Minister of Transport and the Regional Board of Directors in Bratislava corresponds with the Central Board of Directors in Praha.

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